11. (CURRENTLY AMENDED) A power train for a mobile vehicle comprising:

an internal combustion engine (1) which drives a reduction gear (4) via a hydrodynamic torque converter (3), ~~there~~ and a primary clutch (2) being situated between said internal combustion engine (1) and said hydrodynamic torque converter (3); and

~~a primary clutch (2) with~~ at least one power take off (6) ~~which communicates~~ communicating with said internal combustion engine (1) ~~and drives~~ for driving at least one consumer (7)[[,]];

wherein said torque converter (3) is designed so that when said internal combustion engine (1) is under full load, ~~when~~ and said consumer (7) is ~~under full load and~~ not activated and the vehicle is stationary, ~~a so-called stall point~~ said internal combustion engine (1) is operated close to its maximum torque.

12. (CURRENTLY AMENDED) The power train according to claim 11, wherein when said consumer (7) is activated, said primary clutch (2) is actuated in an opening direction ~~until~~ so that said internal combustion engine (1), under full load, does not drop below its maximum torque.

13. (CURRENTLY AMENDED) The power train according to claim 11, wherein when said consumer (7) is activated, said primary clutch (2) is actuated in an opening direction until said internal combustion engine (1) ~~assumes~~ reaches a desired rotational speed.

14. (CURRENTLY AMENDED) The power train according to claim 11, wherein said ~~internal combustion engine (1) has a smooth~~ power train facilitates torque build-up in said internal combustion engine (1).

15. (CURRENTLY AMENDED) The power train according to claim 11, wherein said torque converter ~~has a great~~ minimizes slip to facilitate absorption of torque ~~absorption~~.

16. (CURRENTLY AMENDED) The power train according to claim 11, wherein when said consumer (7) is activated and said service brake is actuated, said primary clutch (2) is completely disengaged ~~actuated entirely in an opening direction~~.

17. (CURRENTLY AMENDED) A method for actuating [[the]] a primary clutch (2) in a power train of a mobile vehicle having at least one internal combustion engine (1) which drives [[the]] a reduction gear (4) via [[the]] a hydrodynamic torque converter (3), ~~there~~ the primary clutch (2) being situated between said internal combustion engine

(1) and said hydrodynamic converter (3), ~~the primary clutch (2) with~~ and a power take off (6) ~~communicates~~ communicating with said at least one internal combustion engine (1) and ~~drives~~ driving a consumer (7), the method comprising the steps of:

designing said hydrodynamic converter (3) so that when said internal combustion engine (1) is a under full load, not activated by the consumer (7) and in a stationary vehicle, ~~a so-called stall point~~ said internal combustion engine is operated close to a maximum torque at a stall point; and

actuating said primary clutch (2) [[in]] toward an opening direction, when said consumer (7) is actuated, ~~until~~ so that said internal combustion engine (1) does not drop below a maximum ~~necessary~~ torque.

18. (CURRENTLY AMENDED) A method for actuating a primary clutch (2) in a power train for a mobile vehicle having at least one internal combustion engine (1) which drives a reduction gear (4) via a hydrodynamic converter (3), said primary clutch (2) being located between said at least one internal combustion engine (1) and said hydrodynamic converter (3), and ~~having~~ a power take off (6) ~~which communicates~~ communicating with said at least one internal combustion engine (1) and ~~drives~~ driving at least one consumer (7),

designing said hydrodynamic converter (3) so that when said internal combustion engine (1) is a under full load, not activated by the at least one consumer (7) and in a stationary vehicle, ~~a so-called stall point,~~ said internal combustion engine is operated close to a maximum torque at a stall point; and

~~actuating~~ adjusting said primary clutch (2), when said consumer (7) is actuated in the opening direction, until said power take off (6) assumes a predefined rotational speed[[,]].

19. (CURRENTLY AMENDED) The power train according to claim 11, wherein said primary clutch (2) is actuated toward the opening direction when a service brake is actuated ~~in the opening direction~~.

20. (CURRENTLY AMENDED) The power train according to claim 12, wherein in case of ~~a slipping~~ slippage of the primary clutch (2), a [[great]] reduction of the reduction gear (4) is engaged ~~in the reduction gear (4)~~.